

Shipping

Apply to
MRS. GILLANDERS,
12, 'GLENEALY BUILDINGS',
Wyndham Street,
Hongkong, November 21, 1903. 2008

Intimations.

THE Japan Watch Company, LIMITED.

REGISTERED IN HONGKONG AS A LIMITED LIABILITY COMPANY.

CAPITAL ... \$1,000,000,
DIVIDED INTO 40,000 SHARES OF \$25 EACH.Terms for Subscription of Shares.
\$5 per Share on Application;
\$10 per Share on Allotment;
\$10 per Share on or about 31st Jan., 1894.

Directors.

EDWARD WHITALL,
A. H. BUTLER,
J. D. HANBURY,
HENRY CHARLES LITCHFIELD,
P. H. WHEELER.

Superintendent.

P. H. WHEELER.

Banks.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Legal Adviser.

HENRY CHARLES LITCHFIELD.

Offices.

HONGKONG AND YOKOHAMA.

THE object of the Company is to form and maintain a factory in Yokohama for the manufacture of watches of all kinds and descriptions.

For this purpose it is proposed to purchase a site within the limits of the Foreign Settlement of Yokohama and thereon to erect the factory.

The founders of the Company are possessed of a plant of machinery complete in every particular, of the newest design and the finest workmanship and adapted for the making of all implements used in the watch trade as well as the making of watches. It is well known that machinery has effected a complete revolution in the watch trade and it is confidently expected that by availing itself of the comparatively cheap labour of this country this Company will be able to supply the trade in all parts of the world with an article which for excellence of workmanship and cheapness of price will defy competition.

Mr. P. H. Wheeler, the Superintendent of the Company, has been for many years engaged in developing watch-making machinery, and the testimonials from his former employers testify to his business ability, skill and integrity. The machinery of which the founders are possessed has been perfected under his superintendence and a considerable part thereof is of his invention.

Besides the machinery the founders are possessed of ten thousand watches in various stages of completion which are the out-turn of the said machinery; and material on hand sufficient to turn out about twenty-five thousand more. It will thus be seen that it is not an untried plant which the founders have acquired, but one which has already given proofs of its excellence. It was only the advantage of obtaining a cheaper labour market than can be found in the United States that has induced them to work the business in Japan.

It is an established fact that the principal factories in the United States in seven years paid 300 per cent. dividend on a capital of Six Million Dollars; and that was done on a wage basis of \$1.50 (gold) per operative, the factories employing six thousand hands. If the difference in the rate of labour in this country is taken into consideration the operations of the Company will be assured to realize to the full the expectations of the founders. The profits of watch-making are based entirely on the price of labour.

It is not in the labour market only that an advantage will be obtained. Coal and other materials can be purchased in this country at a lower rate than in the United States. And besides all these advantages, which are great, there is one of still greater importance, the knowledge to be obtained of the requirements of the local trade, of the trade for China, and that of 'The Straits' and India. The Company will be capable of supplying a watch of the best workmanship to the population of these large and important countries at a price far below any watch of like character that has ever been offered to those markets.

Taking into consideration these advantages the founders confidently expect to pay a dividend of at least 10 per cent. per annum on the first two years' work, and thereafter dividends at a much higher rate. The Company has been registered in Hongkong as a Limited Company.

The founders take and acquire 30,000 shares of the stock of the Company in payment for the machinery, plant and stock and their labour and experience in preparing and erecting the machinery and stock.

Ten thousand shares of twenty-five yen each are offered for subscription.

The memorandum and articles of association of the Company may be inspected at the offices of the Company, No. 10 Bond, Yokohama.

Applications for shares should be made on forms annexed to the Prospectus and should be forwarded to the Hongkong and Shanghai Banking Corporation accompanied by a remittance for the amount of the deposit.

Forms of Application for Shares will be sent free to any person by addressing the Head Office, 10 Bond, Yokohama.

Yokohama, Japan,
14th October, 1893.

Entertainments.

THEATRE ROYAL.

GRAND ASSAULT-AT-ARMS AND MILITARY SPECTACULAR EXHIBITION.

Under the auspices of the VICTORIA RECREATION CLUB and THE FIRST SHROPSHIRE LIGHT INFANTRY.

Presided over by His Excellency the Governor, Sir WILLIAM ROBERTSON, K.C.M.G., and under the distinguished patronage of H.E. Maj. General G. DORR BARBER, C.B., Commander of the 1st Bn., and His Honour Mr. Justice FLEMING CLARKE.

To be held on SATURDAY, 16th December, 1893, commencing at 9 p.m.

PROGRAMME.

Horizontal Bar—Parallel Bars—Vaulting Horse—Flying Double Trap—Fencing—Single-Stroke—Quarter-Staff—Sword & Bayonet, &c. &c. Indian Clubs—Lance and Sword Exercises—Musical Drill with Arms.

Boxing—(Heavy, Middle, and Light Weights—not forgetting the Lilliputians.) Wrestling—Adriatic and European. The Convulsive Professor. Cracked Concoctionists. The Wizard and the Wire. The Miller and the Sweep. The Clown Gymnast. The Afghan Tug War Dance. The Highland Fling. The Hornpipe.

Concluding with a grand representation of AN ATTACK ON THE FORTRESS OF ALI MUSJID.

ADMISSION:—Dress Circle and Stalls ... \$2.00. Back Seats ... \$1.00. Soldiers and Sailors in uniform ... \$0.50.

2500 Tickets may be obtained from Messrs KILL & WALKER, Ltd., or the SHAW, ROBERTSON & CO. Ltd., 2086 Hongkong, December 6, 1893.

To-day's Advertisements.

THE FOLLOWING PARTICULARS OF SALE OF CROWN LAND BY PUBLIC AUCTION, to be held on the Spot, on MONDAY, the 18th day of December, 1893, at 4 p.m., are published for general information.

By Command,
G. T. M. O'BRIEN,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE, Hongkong, 2nd December, 1893. 2120

Particulars of the Letting by Public Auction, to be held on MONDAY, the 18th day of December, 1893, at 4 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 999 years.

Particulars of the Lot.

No. 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 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Weather	b	b	b
Rain	—	—	—

Highest open air temperature on the 10th

Lowest open air temperature on the 10th

F. G. FROST
Printed and Published

Hongkong Observatory, Dec. 11, 1899

Mails.

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).	
Tacoma	Tuesday [Dec. 12]
Victoria	Tuesday [Jan. 2/94]
Tacoma	Tuesday [Jan. 23/94]
Victoria	Tuesday [Feb. 27/94]
Tacoma	Tuesday [Mar. 20/94]

THE Steamship TACOMA, Captain J. H. Hix, sailing at Noon, TO-MORROW, the 12th December, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, December 11, 1893. 1941

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTES FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ.PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSHELLES, LONDON,
HAVRE AND BORDEAUX.ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 13th December, 1893, at Noon, the Company's Steamship OXUS, Commandant DEROY, with MAILS, PASSENGERS, SPIRITS, and CARGO, will leave this Port for the above places.

Cargo and Spools will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

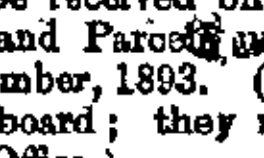
Cargo will be received on board until 4 p.m., Spirits and Parcels until 3 p.m., on the 13th December, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, November 29, 1893. 2051

STEAM FOR
STRAITS, CHYLOU, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Captain C. GARD, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, on THURSDAY, the 21st December, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the S.S. BALLARAT, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 13th JANUARY, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, December 7, 1893. 2096

SANTAL-MIDY.

The pure essence of Santal obtained by Midy's process from the best Mysore wood.

SANTAL-MIDY entirely different from the Santal oil of the Indian Bazaar, is superior to Copahu, Cubeb, or Infusions, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all derangements of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in capsules, each of which bears the name (MIDY) in black letters, without which none are genuine.

SANTAL-MIDY BOTTLES OF EMULSIONS.

All other Capsules or mixtures contain impurities, resin, oils, &c., and are wrong class remedies.

SANTAL-MIDY is sold by all medicine dealers throughout the world.

For Sale by A. WATSON & Co., Chemists.

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For Sale by A. WATSON & Co., Chemists.

For Sale by A. WATSON & Co., Chemists.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) THURSDAY, Dec. 14, at daylight.

China (via Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Dec. 27, at 1 p.m.

Persia (via Nagasaki, Kobe, Inland Sea, and Yokohama) SATURDAY, Jan. 13, 1894, at daylight.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 14th December, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTH PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, November 23, 1893. 2014

Occidental & Oriental Steam-
Ship Company.CARRYING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belle (via Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Jan. 4, 1894, at daylight.

Oceanic (via Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Jan. 24, 1894, at daylight.

Tasie (via Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Feb. 14, 1894, at daylight.

THE Steamship BELLE will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and HONOLULU, on THURSDAY, the 4th January, 1894, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs at San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, December 7, 1893. 2099

Intimations.

WINDSOR HOTEL;
(in Connaught Buildings),
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room. Hot and Cold water. Passenger Elevator to all Floors.

Charges from \$2 per day upwards. Special Rates for Families or Permanent Boarders. Offices and Rooms to let. Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.

Hongkong, August 23, 1892. 1594

PUBLICATIONS.

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CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1893.

1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
TWIN SCREW STEAMERS 10,000 Horse Power.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...6,000 Tons...WEDNESDAY...27th December.

EMPRESS OF CHINA...6,000 do...WEDNESDAY...24th January/94.

EMPRESS OF INDIA...6,000 do...WEDNESDAY...21st February/94.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN, and call at VICTORIA, B.C., to land and embark passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers' choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid return tickets is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Navy, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on the Route are owned by the Company and their appointments and cuisine are unequalled.

The Steamers of the Pacific and All Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to
D. R. BROWN, General Agent.

Hongkong, November 29, 1893. 2050

SHARE LIST—QUOTATIONS.—Dec 11, 1893.

Stocks. Nos. of Shares. Value. Paid-up. Closing Quotations, Cash.

Hongkong and Shanghai Bank Co., Ltd. 80,000 \$ 125 all 100% prem.

Bank of China, Japan and Straits, Ltd. 99,875 £ 10 1/2 115 \$2, nom.

Bank of India, Ltd. 1,250 £ 12 1/2 120, nom.

National Bank of China, Ltd. 1,000 £ 10 1/2 810 \$25, sellers

Canton Insurance Co., Ltd. 10,000 \$ 250 all \$140, sales and sellers

China Traders' Insurance Co., Ltd. 34,000 \$ 83.33 25 \$87, sales

North-China Insurance Co., Ltd. 5,000 £ 20 1/2 50 \$115, steady

Straits Insurance Co., Ltd. 30,000 \$ 10 1/2 20 \$134

Union Insurance Society Co., Ltd. 10,000 \$ 250 25 \$88, sales and buyers

Yong Sang Insurance Association, Ltd. 8,000 \$ 100 100 \$80, sales and buyers

China Fire Insurance Co., Ltd. 20,000 \$ 100 100 \$80, buyers

Hongkong Fire Insurance Co., Ltd. 8,000 \$ 250 250 \$206, buyers

Straits Fire Insurance Co., Ltd. 10,000 \$ 100 100 \$210, steady

H'kong & Whampoa Dock Co., Ltd. 12,500 \$ 125 all 78% prem.

China and Manila S. S. Co., Ltd. 5,000 \$ 50 all \$49, sellers

Yong Sang Steamship Co., Ltd. 20,000 \$ 50 all \$43, sellers

U. K. and M. Steamship Co., Ltd. 30,000 \$ 20 all \$28, steady

Indo-China S. S. Company, Limited. 30,000 \$ 10 all 60% dis., buyers

Steam Navigation Company, Limited. 4,000 £ 50 50 \$20, steady

China Mutual S. N. Co. 20,000 £ 10 1/2 10 \$28, nom.

Do. (new issue) 20,000 £ 10 1/2 1 \$41

China Sugar Company, Limited. 15,000 \$ 100 all \$162, sales

Union Sugar Company, Limited. 7,000 \$ 100 all \$40

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Hongkong, May 17, 1893. 905

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Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the